



Strategic City Transport

Transport Development Management

Application Response

To: Jack Jones, Development Management
From: Charlotte Rhodes, Transport Development Management
Date: 11 March 2021
Address: 31 Ashville Road Bristol BS3 2AP
Application No: 21/00430/F
Proposal: Conversion of existing building into a dwelling.
Response: **Initial**
Recommendation: **Approve subject to conditions**

Principle / Property History

Transport Development Management (TDM) has been consulted about the conversion of an existing building into a dwelling.

This proposal follows an application withdrawn in November 2020 which sought to erect a detached dwelling to the rear of the property (20/03449/F).

Highway Network

The property is situated at the junction between Ashville Road and Durnford Street, both are unclassified streets. The development is surrounded by on-street parking on both sides of the highway. The site within walking distance of amenities along North Street and a bus stop, however this serves only one bus service.

Access / Visibility

The application intends to retain the existing vehicular parking and vehicle crossover. This is considered acceptable. The applicant proposes to place new fencing along the boundary wall with Durnford Street. The corner of the fencing beside the vehicle parking must be recessed to a 45-degree angle to ensure visibility of pedestrians. Moreover, the wall between the vehicular parking and the access lane must not be above 0.6m.

Car Parking

The vehicle parking fulfils the minimum dimensions and is a policy-compliant quantum. It is therefore considered acceptable.

Vehicular access must be properly consolidated with no loose stone or gravel as this will result in debris being carried onto the adopted highway. Grasscrete is not considered acceptable. Driveways should be constructed from porous asphalt, porous concrete blocks, concrete or clay block permeable paving laid on a sub-base of materials such as 4/20 or Type 3.

Suitable drainage provision must be provided within the curtilage of the application site to prevent the discharge of any surface water onto the adopted highway.

Cycle Parking and Waste Storage

The design and quantum of cycle parking is policy-compliant and thus TDM find it acceptable.

The waste storage is considered acceptable. All footpaths to the waste storage must be 1.2m in width.

Recommendation

After reviewing the proposed plans and supporting documentation, TDM would recommend approval, subject to:

- The corner of the fencing beside the vehicle parking along Durnford Street must be recessed to a 45-degree angle to ensure visibility.
- The wall/fence between the parking and access lane must be below 0.6m

The approval is subject to the following conditions:

Pre occupation conditions

- C5A Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans
- C12A Completion and Maintenance of Car/Vehicle Parking – Shown
- C13 Completion and Maintenance of Cycle Provision – Shown
- C32 Provision of Pedestrian Visibility Splays

Advices

- I043A) Impact on the highway network during construction